



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H090241-A

Mode: Highway

Status: Submitted

US-64

From/Cross Street: US 64 from US 601 South of Mocksville

Specific Improvement Type: 1 - Widen Existing Roadway

To: Davidson County Line

Project Category: Regional Impact

Length: 10.69

TIP#: R-3602A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$113,232,000

Description:

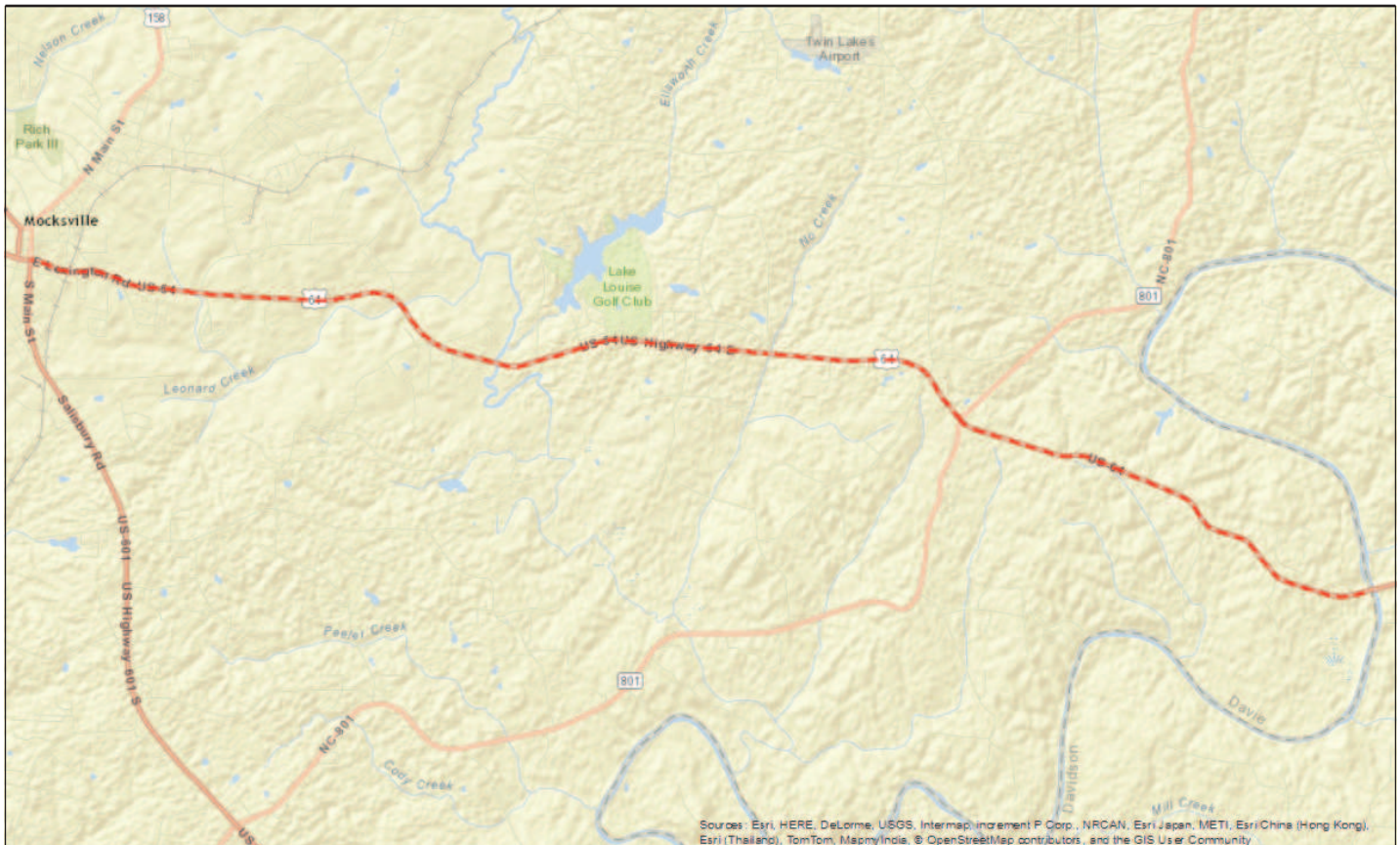
US 601 South of Mocksville to US 52 in Lexington. Widen to Multi-Lanes and Upgrade interchange at US 52. Section A: US 64 from US 601 South of Mocksville to Davidson County Line.

Division(s): Division 9

County(s): DAVIE

MPOS(s)/RPO(s): Northwest Piedmont RPO

Project Location



Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 46.3

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%) 27.03	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%) 68.31		
[Travel Time] Benefit/Cost (25%) 0.10		
Accessibility / Connectivity (10%) 26.90		
Totals: Weight: 70% Weighted Score: 16.3		

Division Needs Total Score: 12.26

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 27.03	Percent: 25% Points: 0	Percent: 25% Points: 0
Safety (10%) 68.31		
[Travel Time] Benefit/Cost (20%) 0.10		
Totals: Weight: 50% Weighted Score: 12.26		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	54
Length (miles):	10.69
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	2
Roadway has Curb & Gutter?	No
Volume (AADT):	6339.07
Capacity:	15528.09
Volume/Capacity Ratio:	0.41
% Autos:	83%
% Trucks:	17%
Truck Volume:	1071.14
Crash Density:	75.07
Crash Severity:	72.65
Critical Crash Rate:	57.22
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	2
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	25
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	51.59
Travel Time Index:	1.05

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	10.69
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	471670.82
Travel Time Savings for 30 Years (Autos):	391970.54
Travel Time Savings for 30 Years (Trucks):	79700.28
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 9

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT OnLine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 9	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Northwest Piedmont RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$75,468,000	TIP Unit
Right-of-Way Cost:	\$33,718,000	Cost Estimation Tool
Utilities Cost:	\$4,046,000	Cost Estimation Tool
Total Project Cost:	\$113,232,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$113,232,000	